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1. In early November 1953, the turn basin in Warnemuende harbor was dredged to a depth of 8.3 meters, making it possible for ADMIRAL NAKHIMOV, YURI DOLGORUKI and SOVETSKI SOYUZ which had been under repair to leave their berths at the Warnowwerft (shipyard).

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2. [redacted] dredging planned for the harbor of Wismar in 1953 would be completed. Before November, about 230,000 cubic meters were dredged for the three million eastmarks allocated. The harbor basin was dredged to a depth of 9 meters in front of the potash tilting plant. The turn basin was expected to be completed by the end of 1953. Since the 1954 plan, for which an investment of 16 million eastmarks had been fixed, was canceled, the plan of deepening the navigable channel which was 8 meters deep, was dropped. The funds thus saved were made available for the construction of 1,000-ton merchant ships.

3. Diesel-electric dredge WARNEMUENDE, whose capacity was twice that of dredge USEDOM, was repaired after the material needed for the repair work had been supplied from the USSR. The dredge was transferred to Wismar.

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4. On 15 October 1953, VEB Schiffsbergung und Taucherei (Ship Salvage and Diving) had recovered 6,000 tons of scrap as compared with 11,000 tons planned. [redacted] weather permitting, an additional 5,000 tons could be recovered.

5. Several floating pile drivers, specially suited for handling sheet piles, were ordered for the USSR, with the pontoons, 41.1 meters long, 13.4 meters wide and with a draft of 1.5 meters, scheduled to be built in Dresden-Neubau, and the various components to be welded electrically in the USSR. The pile drivers, 3/4 mtrs high, were scheduled to be built by the Abus crane building plant in Eberswalde as turn-about pile drivers with a direct acting steam rammer and a double-acting pile hammer working at a rate of between 100 and 120 blows per minute.

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